

RIVER NEWS.

PORT OF LOUISVILLE

OFFICE OF THE LOUISVILLE JOURNAL
MONDAY, March 2, A.
BOATS LEAVING THIS DAY.

LOUISVILLE, Capt. A. Q. Ross, 3 P. M., N. Y.
BUCKLE, Capt. E. P. Cridler, 10 A. M.
DEPARTING STATES, Capt. D. Whitten, 4 P. M.

ARRIVALS SATURDAY.

Star, Hend. Camelia, Cin.
New York, Cin. Argo, New Or.
Nashville, Tenn. Leona, No. 2.

DEPARTURES SATURDAY.
Stearns, Hend.
York, St. Louis.
Horn No. 2, Cin.
Madore, Madison.
Herr, Memphis.
Anderson, Cin.
Stine, Nashville.

ARRIVALS YESTERDAY.
Horn, New Orleans.
Horn, New Orleans.
H. Hale, Cin.
Perry, St. Louis.
Buel, Cin.

DEPARTURES YESTERDAY.
Horn, Cin.
H. Hopkins, Cin.
Lytle, Cin.

ARRIVALS SATURDAY.
Camelia, Tenn.
A. H. H. H. H.
America, St. Lo.
Mollie Gratz, M.
Louisiana, New
United States, C.

BOATS IN PORT.

City Wharf—Argosaut, Tempest, I. F. D. Perry, United States and Gen. I. Shippingsport—J. T. McComb, Portland—Valid and Great Republic.

business was dull, as it usually is upon the water, he wrote a large port list, but no money moment was transacted on the scene. A large crowd thronged the Great Reel, and from early morning until dark designate the number of visitors as over 100,000.

NASHVILLE, Tenn., Jan. 10.—The weather rising with fifteen feet on the river, the day was very pleasant.

MEMPHIS, Tenn., Jan. 10.—The weather clear and delightful. Boatmen still at anchor.

Departures.—Stonewall, for Louisville; the *Missie Able* and *Adam Jacobs*, for Helena; for New Orleans: *Allice V* and *Incinnati*; *Mary Swann*, for Louisville; *John Look Jaw* and the *Scott Central*, for Port Robert & Lee, Centralia, *Glenn Hamilton*.

EVANSVILLE, IND., 3
 leather cloudy and cool; the sun h
 minutes to 10 p. m. for the first time
 river has fallen 25 inches in the la
 7 hours.
 arrived—Norman, Louisville; John
 ber Cloud, Lizzie Hopkins and Em
 ason; Chieftain, Memphis; Anna, C
 ason, Louisville.
 departed—Norman, White River; J
 tsville; Silver Cloud, Lizzie Hopki
 and D. C. Clifton, Cincinnati; Anna,
 ason, Louisville; Mary L. Forsyth
 as.
 PITTSBURG, Pa.
 leather during the day was warm
 in the evening the first third
 season, with heavy rain. Departed
 for St. Louis; Maggie Hays, for
 顿 leading for Memphis and Ne
 ason for St. Louis.
 EVANSVILLE

[illegible]

can direct. This new, fast and elegant one of the best, swiftest and most commodious that comes to this port. Captain commands this steamer, has an erection as a thorough and efficient officer, pleasant to travel with so genial a host. Passengers are gentlemen that fully understand, and execute them in an unobtrusive manner. The Louisville and her officers are very popular, and we are confident will have all the passengers and freight. Shippers will take particular notice. The Louisville leaves the city wharf at 10 o'clock.

THE GEN. BULL, Capt. E. P. Cridger, is a 10 o'clock boat of the Old Mail Line. Captain. The Bull will stop at all the

will promptly deliver all way-farers can purchase through tickets, and on board ensuring quick time, ease and a delightful trip. See how easy it is to get to Cincinnati from New York's wharfeboat, at the foot of Third street, at the hour.

THE UNITED STATES, Captain D. W. Brown, and swift boat for Cincinnati, leaves New York at 10 o'clock, and returns, making but one stop between New York and Cincinnati, and that at Madison. The trip is so quick and comfortable, that it is a fact that this proves a convenient and safe mode of travel, and a pleasant arrangement, as they have a good dinner and a comfortable berth, and are awake in Cincinnati next morning, ready to start on the morning train.

THE EIGHTH OF APRIL COMMITTEE had to see that our suggestion to use the steamboat was not only a fact, and all those interested in steamboat

will be represented at the meeting. The committee in New York city has been active. Yesterday's Democrat there is an advertisement for a meeting of steamboatmen with the Board of Trade rooms this, Monday. I hope that there will be a full meeting, interested, and that it will result in a report to New York that will convince them to let the men of this vicinity to investigate to victimize the steamboat interest. I am sure that the men of this vicinity are fully qualified to do so. I hope that they do not propose to submit their report to any kind from any source. I am sure that the Hon. Secretary of the Board of Trade is not intended to oppress our steamboatmen as an injustice has been done. I hope that the Board of Trade will be able to give the necessary information will be able to give the necessary information.

is brought to his notice. All that our river community should see alive and in earnest. We hope that an feels an interest in the river by at the meeting to-night. Prompt appearance.

THE GREAT REPUBLIC is still at Port of her immense chimneys has been the wind yesterday was too strong for her to be put in position. If the weather it will be raised this morning, and the Republic will then proceed down the river with her merry cargo of passengers, and her load of freight. She was visited yesterday by thousands of our citizens, who expressed without exception, unbounded gratification in her magnificent cabin and luxurious

2. Capt. Gus. Everhart, will leave for Memphis and White river to work Varble, Capt. Milt Akin, will leave for Tennessee river. The Temperance altz, will leave on Tuesday for Nashville. Intermediate points upon the Cumberland. Ship STONEWALL will arrive here on Tuesday, and is advertised to leave on Wednesday on her return trip.

J. T. McCombs has been given the position of the insurance officers and the work commenced work upon her.

dry up to the beach, and the water is kept to get into the river.

THE RICHMOND has both her chimneys and her machinery is complete, will proceed to-day and come over this side of the river.

Schoolmings.

The Scientific American of a late date, following article of interest, entitled "Houses of water":

DEAR SIR: EDITORS: As a public benefit your readers a description of two devices successfully used on the Western coast, for the hauls of deadbeats and other fish, without manual labor in pursuit of them.

If the vessel is a steamboat, lay a rope with one end resting on her bowsprit, and the other end passing over the pulley in the lowest part of the hull—will be right under the boilers—and the other end passing through the hull, as close to the bottom as possible, will be safe.

One lead from any part of the structure, another pipe about half as long, furnished with a stop-cock, is attached to the water end of the large pipe, that rests on the ground. To remove this end is below, or past it, by turning on steam through the water will be ejected overboard rapidly, and the steam will not be lost, as it is otherwise wasted by blowing off. Of principle is the same as that of the Jefferys steam pump.

For a portable pump for clearing vessels, the pump is fixed to steam traps may be laid down, simply resting on the bottom and the other overboard, as projected through a rubber hose to a jet nozzle.

The service for clearing vessels is only be used in those of light draft, for way as a speed proportioned to the draft consists in boring a hole through the vessel to let the water run out.

of the aerial, and about some-
what above the other end of the
scope at one end, must be inserted,
and project through the plank
then, with the open side of the scope
turned afterwards, so that the fore by
the water produces a vacuum behind
the water in the hull will rush in to
fill a vessel going six miles an hour
in the hull not more than two feet
above outside, could be supplied from
the bottom, and a hole of the same
size. This arrangement might be
immediately attached to any vessel, so
that with a pitch whatever dry, or
any way, it will absorb aerially water
in any conditions, and has been often
employed. I have known a steamer
from her landing and lake a cruise
again, to clear her hatches by this
method their sinking.

